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GWRRRA DIVISION RIDER EDUCATION NEWSLETTER



RIDER EDUCATION DIVISION

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Wing Ding is fast approaching . We all look forward to seeing everyone again in Billings. Even though lots of people have volunteered to prepare for your training and make the trip to serve the membership, we are short a few instructors. With more volunteers teaching, we can fully meet the needs of the members by providing life saving rider training. Another benefit is that we can dedicate Master instructors to teach new instructor candidates to become fully certified GWRRRA Trike Rider Course (TRC) and Trailing Course (TC) instructors. Please forward this message to all who might be coming to Wing Ding. Here are the gaps we have currently:
Wednesday 1 ERC, 1 TRC, and 3 TC
Thursday 4 ERC and 1 TC
Friday 3 ERC and 3 TRC

Shortly we will send out a final call for volunteer instructors. If we inadvertently missed you in an earlier attempt to contact volunteers, let us know. We would appreciate any interested GWRRRA and MSF certified instructors to get in touch with us to see where they can help GWRRRA Members interested in improving their skills and reducing their risk.

Please take a moment to remind riding course students that there is a requirement to wear proper protective gear during the course range exercises. This includes all Riders and Co-riders. Proper gear includes:

- a DOT approved helmet,
- eye protection,
- full-fingered gloves,
- over-the-ankle foot protection (boots preferred),
- with the balance of the body fully covered (leather or abrasion-resistant attire preferred; denim accepted.)
- Jackets or shirts should be a single piece of apparel and not be modular (i.e. no "riding sleeves").

- Although long sleeved t-shirts technically fulfill the requirement they are discouraged from use where and when practical.

For insurance purposes, we will not allow any Rider or Co-rider on to the training range without "Proper Riding Attire".

Please bring water and sunscreen with you to the range. We do not want anyone getting dehydrated or sunburned!

**Rider Course Instructor meeting:
Tuesday afternoon Pompey's Pillar Room at Metra Park in the lower level of the Arena from 4:40 PM to 6:30**

ICC Course

If there are any currently certified MSF Instructors who would like to become GWRRRA Trike or Trailing Instructors, we can accommodate a few more at an Instructor Candidate Course (ICC) at Wing Ding. Please let us know as soon as possible if there is any interest. There is an application form in the Rider Ed Handbook or it can be downloaded from the forms section of the Rider Ed web page at: <http://www.gwrra.org/regional/ridered/forms.html> .

The form number is N.13 "Rider Course Instructor Application" (revised February 2006). Completed and signed applications must be sent via snail mail to Mark Zingery at the address on the form as soon as possible. The candidate must be at level 3 or above in the Rider Education Levels Program, agree to wear proper riding gear at all times, and upon successful completion coordinate all courses through their District and/or Region Educator. Call or e-mail us in advance so we can get started preparing instructor materials in parallel with the application process.

Ride with Less Risk & B+,

Tony & Michelle

New ARC U.S. Version is now Available to Certified Instructors

The new U.S. version (5.07) Instructor Guide, range card sheets and overheads of the Advanced Rider Course is available to ARC Certified Instructors and may be requested from Mark Zingery at mzingery@chartermi.net. ARC Instructors should destroy any earlier versions in their possession. Instructors using PowerPoint may also request a PowerPoint version of the ARC classroom slides.

Bob Berry



We wish all of you a very safe and enjoyable trip and may you enjoy your time at Wing Ding.

Tuesday afternoon a First Aid/CPR

Instructor meeting will be held in the Worden room at Metra Park in the lower level of the Arena from 4:40 PM to 6:30. All Trainers and Instructors are encouraged to attend. We will discuss what we are going to do in our department. Bring any ideas or questions to this meeting, I would like all Wing Ding instructors to be at this meeting. If we can get all information out in this meeting then we will not have a Trainers meeting on Thursday. We are having new guidelines in retaining CPR/First Aid Instructors and this will be discussed at the Rider Education Meeting. Please email us if you will or will not be attending so we can have an idea of how many to expect.

Larry & Rhonda Stiles



"What do you mean you were having so much fun riding with your buddies you lost track of time? You were supposed to be home over a year ago!"

Dear GWRRA Educators and Rider Education Program supporters

Wow, a little over three weeks to go until Wing Ding in Billings, MT. Many have been busy planning and preparing for a ride to this magnificent part of the USA for another annual chance to share the fun and friendship with past and future friends. The Rider Ed Division has been working toward providing some educational opportunities for the Membership while there. Volunteer instructors are coming from all over the continent to share their knowledge and improve the skills of those wise enough to wish to improve their riding skills as well as CPR & First Aid skills. We can do even more of this with your help.

Many of you have wondered what you can do to make a difference. Here is your chance. Do you know a GWRRA certified rider course instructor that may be heading for Billings? How about an MSF certified instructor? It would be nice to be able to be in instant communication with everyone in GWRRA with these qualifications, but not everyone is in constant contact. Many would love the opportunity to help, but don't know they are needed. We must rely on GWRRA internal communications to get the word out. The message is that we need more instructors to conduct one-up and two-up Motorcycle Safety Foundation Experienced Rider Courses (MSF ERCs), GWRRA Trailering Courses (TCs), and Trike Rider Courses (TRCs) at Wing Ding.

We have a few slots left to train MSF certified instructors how to become GWRRA TRC or TC instructors as well. How can you help? If qualified and already coming to Wing Ding, can you spare a few hours to teach a course? Have you ever wanted to help paint a range (spray chalk) to be used for on-bike/trike/sidecar training? Do you have access to a newsletter or telephone tree that you can help get the word out? Can you forward this message to possible interested Members and Instructors?

We will have a Rider Course Instructor Meeting is at 4:30-6:30 PM on Tuesday July 3rd @ Pompey's Pillar Room in the Arena at Metro Park

Range Setup is also on Tuesday July 3rd @ the Billings West High School: Ranges (#1 - #4) Map and directions in the July 2007 Wing World on page WD18. Class times are 7:15 AM to 1:00 PM

ERCs

We will hold 2 One-up ERCs each day (Wednesday July 4th –Friday July 6th) They are being taught on ranges 1 & 2, Northeast and North of the High School respectively. We will hold 2 Two-Up ERCs each day (Wednesday July 4th –Friday July 6th) They are being taught on ranges 3 & 4, Northwest and West of the High School respectively. There is no classroom associated with ERC courses any longer. MSF requires two instructors per course with full classes of 12. Bring your MSF Range cards.

Instructors for the ERC need to be MSF certified. **We are looking for extra help on Wednesday (spares in case of no shows), Thursday (4 plus any spares) and Friday (3 plus spares)**

TRCs

We have scheduled 2 Trike Rider Courses each day as well. **Current needs are one instructor plus spares for Wednesday, Thursday (1 plus spares), and Friday (3 plus spares).** Bring your Range cards.

The classroom is from 9:00 AM to 12:00 PM in the Pompey's Pillar Room in the Arena at Metro Park. Both classes will be in the classroom together and then split for the range. The range portion is on Ranges 1 & 2 at the Billings West High School from 1:00 PM to 4:00 PM.

TCs

For those desiring Trailering Course training, we have two days of training. On Wednesday, there are two classes, and on Thursday there will be one. **We are looking for instructors for Wednesday (3 plus spares) and Thursday (1 plus spares).** Bring your Range Cards. The classroom is from 9:00 AM to 12:00 PM in the Ballantine Room in the Arena at Metro Park. Both classes will be in the classroom together (Wednesday) and then split for the range. The range portion is on Ranges 3 & 4 at the Billings West High School from 1:00 PM to 4:00 PM.

ARCs

For the first time we are holding the US version of the Advanced Rider Course at Wing Ding. These will both be conducted Friday and **we have enough instructors and spares.** The classroom is from 9:00 AM to 12:00 PM in the Ballantine Room in the Arena at Metro Park. Both classes will be in the classroom together (Wednesday) and then split for the range. The range portion is on Ranges 3 & 4 at the Billings West High School from 1:00 PM to 5:00 + PM.

SRC

For our Members interested in Sidecar training, we will conduct one course on Thursday. **We need to two instructors for this class.** The classroom is from 9:00 AM to 12:00 PM in the Laurel Room in the Arena at Metro Park. The range portion is on Range 4 at the Billings West High School from 1:00 PM to 4:00 PM.

If you are an instructor already scheduled, THANK YOU for caring and supporting the Membership. **PLEASE confirm your availability and give us a phone number to contact you in Billings.** *We ordered a little something to have in appreciation for your assistance*

More instructors will spread the task out so more of us can enjoy the event. For those areas where we don't already have enough instructors, with your help we won't have to turn anyone away that came all that way for some life saving training

If your e-mail program will allow you to see the schedule below, you are encouraged to pass this on as well.

Thank You again for all your assistance in making Wing Ding Rider Training in Billings a success.

Friends Don't Let Friends Learn by Accident! Ride with Less Risk & B+,

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"Next time you go on a poker run in 100-degree weather, I suggest you wear a shirt or sun screen."

DID YOU SEE A MOTORCYCLE TODAY??

As Motorist Awareness coordinators our sole responsibility is to try educating the general driving public about motorcycles and motorcyclists. Some of the points that we need to inform them about are: How poor road conditions, bad weather, flying debris, oil slicks and heavy traffic can pose a high risk situation. We could explain about what the courses of actions that the motorcyclists may react to under the situation. Explain that the motorcyclist may ride in the left, center or right track

of his lane to avoid or lessen the hazard. This will help motorist in anticipating hazards and predicting how the motorcyclist may react to the situation.

Making a left turn or crossing a intersection: We can inform the motorists that intersections are where the majority of accidents between motorcycles and cars occur. By explaining that the motorcycles are smaller than cars and it is harder to see a motorcycle and they are more difficult to judge their approaching speed in traffic. Ask them when they are preparing to make a left hand turn or cross thru an intersection, to just take the time to take a second look to ensure that there is no motorcycle in the picture.

Sharing the Road Ask them to treat motorcyclist with the same respect and courtesy that they would extend to other motorists. Remember that it is unsafe to share the same lane with a motorcyclist. When doing so you have taken away part of the motorcyclist's ability to handle poor road conditions that may be encountered.

Jill D Becker

Ohio District MAD/PR

That little voice -- it comes before the pride that comes before a fall

You've all heard that little voice -- It doesn't just relate to riding a motorcycle; it relates to all aspects of life where confidence sometimes outweighs common sense. The tough part is recognizing that voice and responding to it in the proper way. We've all heard it: you think -- "Joe took that curve at this speed; I should be able to" -- that little voice says "Ride your own ride; I think we're going a little fast" .

You think that you can continue on for just another 50 miles for tonight so we'll make better time in the morning.

This little voice says "Hmmm, if you're tired enough to be thinking about stopping, why are we pushing our luck for a measly hour tomorrow?" Which voice will you listen to? I encourage you to listen to that little voice; it could save you a lot of pain and misery.

I had an experience this last month where I listened to the little voice, but then I let pride/ego make me ignore it. This all stemmed from the last PLP, which was a rousing success. We had a number of new people there, and we had a lot of fun. We even had the co-riders up with the riders for some of the exercises, but that's another story.

The relevance to the little voice came at the end of the PLP. I had been on the parking lot since ~8AM setting things up and playing on my own. Everybody came in about 10, and we played on the course until about noon. We ended up with the 25 foot circle, which is the most difficult skill we have been doing lately. To make a long story short, Joyce asked me if I would like to try her Valkyrie in the tight circle. I hesitated, but then agreed because I felt that I could do it, and I wanted to show everyone that a longer wheel-base bike could still make a 25 foot circle (Take note: one of my goals this year is to see CA-1F take all the classes of the skills games at least at the CA District Rally, if not others as well!). I took the bike around the lot; it felt different, heavier, lower, and MUCH more powerful than my Wing. I had a good feel for it and "confidence was high." I pulled up into the box and did two tight circles inside the 25 ft square. "Not bad, I pulled it off!" I said. "Yes," the little voice said. "Now park this beast while you're successful. You've been going all day, and you know you were surprised you did as well as you did." I agreed, pulled up, put the side stand down and killed the engine. Now pride/ego rears its ugly head. Everybody is reaching for their cameras and wanting me to do it again from the other direction. I reach for the starter, and I really don't know what the little voice was saying; my pride had drowned it out. I pulled out again to do another circle; got into the first turn and dropped Joyce's bike.

I don't have words for the feelings as I relive that moment. Remorse, shame, guilt, anger at my own pridefulness, stupidity, and egotism.

Did I really think that I had a feel for a completely different model of motorcycle after taking it around the parking lot once!?!?? Joyce's bike has won several bike shows and had not been down in the 38,000 miles she has had it. Now some hooligan is showing off and ends up grinding her chrome into the asphalt!?

Many will say; hey it could have been worse, which is true. My point is that if I had listened to that little voice and stopped (or never started to begin with), things could have been much better. SO learn from my pain, and listen to that little voice. Had I listened, I wouldn't have damaged a friend's bike or hurt my back in the process of dropping it. Humiliating, yes, but it was a learning experience, and pride/ego regenerates (sometimes too quickly). Painful, yes, but my back has healed; Joyce's chrome will not.

So, the next time you're tired or unsure of yourself, and that little voice pipes up, Listen to it! I've heard instructors say that riding a motorcycle is up to 90% mental, so listen to that voice of common sense. Whether its riding when you're tired, test riding a different machine, or any other aspect of riding where you hesitate and hear that little voice of common sense, heed its warning. If I had listened to it, I would be writing a much different more up-beat article this month. However, don't let my breast beating and lamentation scare anyone away from the PLP's, this had nothing to do with the parking lot practice and everything to do with my learning a painful, but much needed lesson.

As always, Ride Safe
David Dirig

Road Rage

By Gordon Robinson

Region F

On a recent ride through the Black Range I encountered "road rage." We had just come over Emory Pass, and it was a nice day for ride. It was deer season, and we had come across several hunters on the way.

I was leading when a pick-up truck pulled onto the road in front of me. I saw the truck as it started to pull out into traffic so I slowed to let it in. I got suspicious right away because the driver took his time and acted like we weren't even there. I kept a close eye on them. There was a little girl and an older man in the back. The man kept waving and doing things I didn't like, so when I got the chance I decided to pass them and put some space between the pick-up and myself. When I looked into my rearview mirrors to see if it was okay to get back into the right lane, I noticed that they must of sped up. Right way I knew this was going to be trouble. After I got into the right lane, the pick-up pulled out to pass me. When they got even with me, I gently applied the brakes. This let them move in front of me faster then they expected to and put more space between them and me. After that, I saw a beer can come out of the driver's side. I decided the best thing to do is slow down even more. Finally, they went on down the road and nothing more came of it. Things could have gotten out of hand if I hadn't kept cool and just let them go. We have all had our experiences with it in one way or another. It might have been someone reacting to your headlight modulator. I have had them get upset with me over that.

According to the American Automobile Association, road rage has been increasing by 7% per year since 1990. An Australian study estimates that about half of all traffic accidents in Australia may be due to road rage. A study by Lex Research in the U.K. indicates that of Britain's some 2.8 million company car drivers, about 83% have been victims of some form of road rage during their working life. About 21% reported having been run off the road and 18% have been physically threatened by another driver!

Some attribute the rise in rage incidents to the recession and social and economic frustration. Gary Fite, Public Relations Manager for the Royal Automobile Club of Queensland, reckons that in many cases the cause of the anger that touches off rage incidents is bad driving. With an estimated 1,800 reported incidents of violent road behavior in the U.S. in 1996, it's a situation to be taken seriously

. The incidents that trigger a Mad Max syndrome in the average driver are usually simple matters of discourtesy—for example, loud music, over-use of the horn, tailgating and changing lanes without signaling. These, of course, are usually just the trigger points. The actual causes can be traced back to all forms of stress, from being called into the boss's office for a friendly 'chat', to having just been dumped by your girlfriend. Pretty much, road warriors are the result of a flashpoint of all the accumulated stresses in one's life. A 1995 study performed by the Road Safety Unit of the Automobile Association of Great Britain found that 90 % of the drivers surveyed had experienced "road rage" incidents during the preceding 12 months. In this study, 60 % of drivers admitted to losing their tempers behind the wheel during the previous year, and 1% claimed another motorist had physically assaulted them. In early 1996, the AAA Potomac club commissioned a study from The Gallup Organization to investigate driver concerns. The study found that Washington area motorists felt more threatened by aggressive drivers than by drunk drivers; 40 % of the respondents said that aggressive drivers "most endanger highway safety," while 33 % identified drunk drivers as the primary risk. As for avoiding the Mad Max syndrome, here are a few tips from Dr Ricardo Martinez, Administrator of the U.S. National Highway Traffic Safety Administration, to help you through your journey

- Don't take traffic problems personally
- Avoid eye contact with an aggressive driver
- Don't make obscene gestures ("that makes you a player and suddenly it begins to escalate")
- Don't tailgate
- Use your horn sparingly (the polite honk can be misinterpreted)

Don't block the passing lane (some drivers think you're doing something to them when you do this) don't block the right hand turn lane